

THE EVENING ADVOCATE

Official Organ of The Fishermen's Protective Union of Newfoundland.

Vol. VII., No. 34

THE EVENING ADVOCATE ST. JOHN'S NEWFOUNDLAND WEDNESDAY, FEBRUARY 11, 1920

PRICE: ONE CENT.

"Patience in the Passage of Far-reaching Reforms Which Were Necessary to Meet Abnormal Conditions," is King's Advice in Speech From Throne.

"I BELIEVE WE CAN SAVE RUSSIA BY TRADE" Says Lloyd George

SOON IN UNITED STATES.



CAPTAIN GYPSY PAT SMITH

Captain Gypsy Smith, the evangelist, is on his way on the Adriatic to the United States, where he will conduct evangelistic campaigns at New York, Brooklyn, Atlanta, Ga., and St. Louis.

No Peace Talk Between Great Britain and Russia

LONDON, Feb. 10.—It is officially ADVERTISE IN THE "ADVOCATE"

Egypt Has Made a Hundred Million Pounds

LONDON, Feb. 10.—Egypt is bursting with wealth accumulated from cotton, says the correspondent of the Daily Express in Cairo. He adds, "Illiterate natives, living in mud huts, have made twenty thousand pounds sterling out of cotton deals. Some have made a hundred thousand pounds. They are buying land at inflated prices and paying off mortgages which were regarded as family heirlooms. One British official says that the country has made at least a hundred million pounds."

A Good Choice

LONDON, Feb. 10.—At the request of Lloyd George, Arthur J. Balfour, Lord President of the Council, has consented to act, provisionally, as British representative on the Executive Council of the League of Nations.

stated that there is no truth in the statement attributed to Adolph Joffe, head of the Soviet delegation which negotiated peace with Estonia, that peace negotiations are proceeding between Great Britain and Soviet Russia.

LLOYD GEORGE ON IRELAND, RUSSIA AND HIGH LIVING COST

New Irish Bill Soon --- Restoring Russia is the Problem --- H.C.L. Due to Depreciation of Money



MR. LLOYD GEORGE

aid to the anti-Bolsheviks to recover Russia, but they failed. That failure was not due to lack of equipment, but to more fundamental causes." The Premier contended that the suggested ring of fire to crush Bolsheviki was impossible. It was doubtful whether Finland would consent, and the Baltic States, he pointed out, were making peace with Russia, while Roumania was really engaged in watching the Hungarian front, and the Japanese were disinclined toward the idea. Moreover, he added, neither France, the United States, Italy nor Great Britain was willing to provide funds, until, added the Premier, they are assured that the Bolsheviki have dropped the methods of barbarism in favor of civilized Government, no civilized community in the world is declared (ready) to make peace with them. Further, there is no established Government possessing the right to speak for the whole of European Russia. We failed to restore Russia to sanity by force. I believe we can save her by trade.

Dago Mike Again

CHICAGO, Feb. 10.—Disclosures made yesterday by Ralph Buglio, owner of the automobile identified as the machine from which Maurice Moss Enright, the labor feudist and gunman, was shot to death, led to the re-arrest of Dago Mike Carrezo, President of the Street Sweepers' Union. Carrezo was released last Saturday in a thousand dollar bond after he had been held five days in connection with the murder.

ADVERTISE IN THE "ADVOCATE"

Opening of Parliament

LONDON, Feb. 10.—London to-day witnessed for the first time since 1914 the ancient ceremony of state opening of Parliament with all its traditional pageantry. King George, Queen Mary and the Prince of Wales, who accompanied the royal couple for the first time at such a function, proceeded from Buckingham Palace to Westminster in state carriages, escorted by mounted Life Guards. The royal party was received by the members of the two Houses of Parliament in the House of Lords, where King George read the speech from the throne. Serious consideration of economic problems throughout the country was urged in the speech. The King however counselled patience in the passage of far-reaching reforms, which, he said, were necessary to meet abnormal conditions.

Demand Rejected

PARIS, Feb. 10.—The Council of Ambassadors this afternoon considered the demand of the Germans and Austrians that they be allowed to preserve airplanes for aerial police service. The demand was rejected as contrary to the peace treaties.

U. S. Railroad Men

WASHINGTON, Feb. 10.—The Director General of Mines and Representatives of Union Railroad employees failed again to reach an agreement on the wage question, and the conference was adjourned until to-morrow.

90 Deaths In Toronto

TORONTO, Feb. 10.—Ninety deaths, the largest number since this year's outbreak of the influenza epidemic, were reported yesterday in this city. Of the above number, no fewer than 37 were caused by influenza.

Typhoid Epidemic

WARSAW, Feb. 10.—Red Cross officials have been asked by the Polish Government to rush doctors into Southern Galicia, where typhoid fever is raging in epidemic form. Since the epidemic began it is stated that 100,000 deaths have occurred.

DO YOU WANT HIM?



FERNAND DORNIER

Determined to make his future home in this country despite as fully a strong determination upon the part of the immigration authorities that he must return to France, Fernand Dornier, an intelligent, manly French lad, thirteen years old, is quartered temporarily at the Society for the Prevention of Cruelty to Children, in New York. He is hoping and praying that some jonesome American family will adopt him and give him an opportunity for education here before the immigration officials again send him back to France. Fernand obtained his first intimate knowledge of Americans by hanging around the army concentration and debarkation camps of the A. E. F. in France. Eight months ago Fernand came to this country as a stowaway on the George VII. The immigration authorities sent him back to his native land but that failed to dampen the ardor of the French lad to come to the United States. If some family here would like to adopt such a boy, those who have met him feel that they would make no error in choosing the French lad.

Eight Hour Day

ROME, Feb. 10.—Carlo Ferraris, Minister of Commerce, Labor and Food, presented a bill in parliament today, providing a day's work cannot exceed eight hours and that forty-eight hours will be the maximum for the week.

U. S. Export Trade In Cotton Decreases

WASHINGTON, Feb. 10.—Indications that England's inability to purchase American cotton, because of the exchange situation may mean the virtual cutting in half of the United States export trade in cotton, are shown in statistics issued yesterday by the Department of Commerce. More than fifty per cent. of the cotton exported by the United States, during five months, went to England. France stands second to England as the market for American cotton and Japan third, but the Department of Commerce experts assert that little of the surplus, which will follow the closing of England's ports to American cotton can be diverted to either country.

May Enter Japan

HONOLULU, Feb. 10.—Siberian Bolsheviki have captured Alexandrovsk, the capital of the island of Sakhalin, and fear is felt that radical forces may enter Japan proper, according to a special cable despatch from the Tokyo correspondent of "Nippon Jiki," the Honolulu Japanese language newspaper.

Financiers to Assist Chinese Republic

NEW YORK, Feb. 10.—Thomas W. Lamont, of J. P. Morgan & Co., will leave next Thursday for the Far East as representative of the American group of bankers, who are part of the Chinese consortium, organized by banking groups in the United States, Great Britain, France and Japan to assist the Chinese Republic in her public enterprises.

Poland and Russia

HELSINGFORS, Feb. 10.—A Danish paper today prints a statement credited to official Polish quarters, stating that Poland's attitude towards Soviet Russia will be in accord with that of the Allies. No peace will be accepted by which the Soviets merely obtain material advantages and Poland will insist on strong moral guarantees.

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- 8 1/2 Feltex
- 8 1/2 Linoleum
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BLACKBEAR

By Samuel Scoville, Jr.

(Continued)

Father Bear was a giant among his kind. He would have tipped the scales at perhaps five hundred pounds, and he stood more than three feet high at his fore shoulders and was between six and seven feet long. In all the emergencies and crises of everyday life he showed himself always a very present help in every time of trouble.

Warier and wiser even than Mother Bear, he piloted his little family into the wildest and loneliest corners of all that wild and lonely land. Not for many years had the old giant met his match. Of panther, Canada lynx, porcupine, wolf, wolverine and all the bears, black and brown, for a hundred miles around, he was the acknowledged overlord. This sense of power gave him a certain grim confidence, and he hunted and foraged for his family with none to hinder

save only man. Crafty as he was powerful, the old bear fled into his most inaccessible fastnesses at the slightest taint or trace of this death bringer.

One curious custom he had. Whenever he approached certain trees in his usual fifteen-mile range, he would examine them with great care for several minutes. These trees always stood in a prominent place and were deeply scarred and furrowed with tooth and claw marks. Father Bear, after looking them all over carefully, would sniff every recent mark gravely. With his head on one side he seemed to be receiving and considering messages from unseen senders.

Occasionally the news which the tree brought seemed to enrage him profoundly. Thereupon he would claw and chew the unoffending tree frothingly and then trot away, growling deep in his throat. At other times

he would raise his ears politely as if recognizing a friend or wrinkle his nose doubtfully, but courteously, as a well-bred bear might do who met a stranger. Always, however, before leaving, he would stand up on his hind quarters and claw the tree as high as he could reach, at the same time drawing his teeth across the tree at right angles to the vertical claw marks.

The cubs soon learned that these lone, marked trees were bear post offices, and that it was the duty of every bear of any real bearhood to leave a message there with tooth and claw for friend and foe to read.

When September came again the family found themselves ranging far to the north in a country which the cubs had never seen before. There they saw in the soft moss the deep marks of great splay hoofs, while here and there the bark of the striped maple was torn off in long strips seven or eight feet from the ground and always on only one side, so that the half-peeled tree never died, as did the girdled trees attacked by the porcupine.

One of the slow migrations of the moose folk which take place only at intervals of many years had set in. Drifting down from the far North, scattered herds had invaded the old bear's

northernmost range. Like the witch-hazel, which blooms last of all the shrubs, the love moon of the moose rises in the fall. The males of that folk take very hardly the stress and strain of courtship. Bad-tempered at the best, a bull moose is a devil unchained in September. As the hunter's moon waxes in the frosty sky he neither rests, eats nor sleeps, but wanders night and day through the woods in search of a mate. Woe be to man or beast who meets him then!

As the afterglow died out at the end of one of the shortening September days, the bear family heard faintly from a far-away hillside a short howling: "Oh-ah! oh-ah! oh-ah!"

Suddenly, not two hundred yards away on a hardwood ridge, came back a long, ringing, moaning call which sounded like "Who-are you! Who-are you!" It was the answer of the cow moose to her distant, would-be lover.

At the sound the ears of the great bear pricked up and his deep-set, little eyes twinkled fiercely in the fading light. Without a sound he shambling swiftly into the swamp toward the call.

Hesitating for a moment, Mother Bear followed him, and close behind her trailed the usual procession.

The frost in the air and the call, vibrant and pulsing with warm life,

had made the old bear hungry for fresh meat. Unfortunately for him, as he approached the little ridge a tiny breeze sprang up. As the sensitive nostrils of the young cow moose caught the scent of danger she drifted away into the woods like a shadow and was gone.

When the bear reached the ridge he could not be convinced that she had escaped. Everywhere lingered the warm, delicious scent, so fresh that his great jaws dripped as he gilded silently and swiftly through the thickets. Then as he hunted, suddenly, silently a vast bulk heaved into view, looming high and huge and black above the saplings and against the last red streak of the darkening sky.

The cubs shrank close to their mother, and she discreetly retired into the far background as into the clearing strode an enormous black bear with a brown head and white legs, while a long tassel of hair swung pendulous from its throat. Seven feet high at the shoulder and more than ten feet from tail to muzzle, the antlers of the great bull moose measured seven feet from tip to tip. With their vast, flat, palmated spread with eight curved, sharp prongs in front, a strong man could not have carried them. Yet the moose switched them as easily as a girl might settle her hat



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RUMFORD
THE WHOLESOME
BAKING POWDER

with a toss of her head. At the sight of the prowling black bear all the devilish temper of the thwarted, seeking, brooding bull broke loose. His deep-set, wicked little eyes burned red, and with a roaring bellow he whirled up his vast bulk over the bear.

Ordinarily the bear would not have waited for any trouble with a bull moose in the month of September. To-night, however, he was on his own range. Behind him watched his mate and his cubs. The moose was a stranger and a trespasser. Moreover, the blood hunger had seized upon the bear, and a bear that sees red is one of the most dangerous opponents on earth. Throwing himself back upon his massive haunches, he prepared for a fight to the finish.

A moose more experienced in bear ways would have relied chiefly on his antlers, whose sharp, twisted prongs would cut and tear, while the immense flat plates of spreading horn were shields against any effective counter-stroke. But this particular bull moose had never before met any opponent other than a moose who would await his attack and did not know what a deadly fighter a bear is. His only thought was to settle the battle before the other could escape.

With a bellowing squeal of rage he pivoted on his hind legs and struck two pile-driving blows one after the other with his ponderous keen-edged hoofs. Such a blow would have disemboweled a wolf or killed a man or even have shattered the huge bulk of another moose, if once they had landed full and fair. Just as the moose struck, the bear slipped forward and, sudden as the smashing leads came, they were not so swift as the lightning-like parries. As each deadly hoof came whizzing down, it was met at its side by a deft snap of a powerful, shaggy forearm, and glanced harmlessly off the bear's mighty shoulders.

The force of the leads and the drive of the parries threw the bull off his balance, and for a moment he staggered forward on his knees, pushing against the ground with antlers and forelegs to regain his balance.

That tiny tick of time was all that the old bear needed. With the dreadful, coughing roar that a bear gives when fighting for his life, he pivoted toward the right on his humped-up haunches. Swinging back his enormous left paw, armed with a cestus of steel-like claws, he delivered the crashing, smashing swing that only a bear can give, one of the most terrible blows known to beast or man. Every ounce of strength in the ridged forepaw, every atom of force and spring from the coiled masses of humped muscles of the enormous hind quarters went into that mighty blow.

It landed full and fair on the long neck just back of the flat cheek bone. The weight of the moose approached a ton. Yet that dreadful, shattering smash whirled the great head around like a feather. There was a snap, a rending crack, and the whole vast beast toppled over on his side and with one long, convulsive shudder lay dead, its neck broken under the impact of that terrible counter!

The old bear rolled forward, but the black bulk never quivered; and he towered over his fallen foe, still the king of his range.

All that fall the five kept together. Then one day in November their leader disappeared. Mother Bear showed no anxiety, for she knew that late to bed and early to rise is the motto of all he-bears and that her mate had left her only because he intended to stay up for weeks after his family were asleep for the winter.

Far up on the mountainside the four remaining bears found a dry cave with a tiny entrance and spent the winter there together. When spring came again the cubs were cubs no longer. Without Mother Bear's bulk or shagginess, yet all three of them were sleek, powerful, full-grown bears instead of the sprawly, leggy cubs of the season before.

Brownie was still the largest; but Spotty, the starved, whimpering little cub of a year ago, was a close second to him. Not so massive nor so powerful, yet she had a supple, sure swiftness that made her his equal in their unceasing hunt for food. Hurry as he would, a slim black nose with a silver spot near the end would often

be thrust in just ahead of him. There must have been some charm about that silver spot, because Brownie never became angry, although usually any interference with a bear's food means fight.

The weeks wore on toward summer and Blackie became every day more snappish. She growled if Brownie came near her. Mother Bear also began to develop a temper. Then came a warm night in late spring when both Blackie and Spotty disappeared. Brownie sniffed and searched and hunted, but no trace of either of them could be found.

As the days lengthened into summer the old bear became restless and more and more irritable. One day in the middle of the month she wandered back and forth, feeding but little, and so cross that Brownie followed her only at a safe distance. He too was uneasy and unhappy. Something he knew not what, was lacking in his life.

The late twilight faded, and a great honey-colored moon came up and made the woods so bright that the veeries began to sing again their strange, rippling chords, as if the night wind were blowing across golden harp strings. There before then in a little glade suddenly towered the black figure of a giant bear.

With a little whicker Mother Bear moved forward to meet her mate, and a moment later led the way toward the dim, green fastnesses of the forest. Poor, untaught, unhappy Brownie started to follow as of old. Both of them growled at him so fiercely that he stopped in his tracks.

For long he followed a faint trail until it widened into a green circle where some forgotten charcoal pit had stamped its seal forever upon the forest. The air was heavy with the drugged perfume of chestnut trunks and the fragrance of wild grape, sweets of all the perfumes of earth.

Then under the honeymoon of June in the center of the tiny circle there was standing before him a little black figure with a silver spot showing at the end of her slim, tilted nose, set at once Brownie knew what his life had lacked.

For long and long the two looked at each other and he was lonely and unhappy no more. Then slowly, slowly the silver spot moved away ahead of him toward the fragrant dark of the deep woods.

As he followed he stopped and rumbled out dreadful warnings to a large number of imaginary bears to beware that silver spot. While the veeries, whose heartstrings are a late song in the thicket and a little owl crooned a love song from overhead and the last of the hylas piped like pyxies from far away, the two followed the path of their honeymoon until it was lost in the depths of that night of love.

(The end)

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List of Unclaimed Letters Remaining in G.P.O.

Allan, Miss Josie, Duckworth St.
Ashman, Miss, Bond Street
Andrews, T.
Andrews, J. W.
Aspell, Mrs. P., King's Road
Andrews, Wm.
Andrews, J. B., care of Gen'l. Delivery

Baird, Mrs. James, Tessier Place
Brady, Alice F.
Barnes, Mrs. W., Long Pond
Brag, Wm., 3 Goggans St.
Baddock, Edgar, Flower Hill
Boland, James, care of G.P.O.
Brady, F. J.
Brags, Wm., Duggan St.
Bartlett, Mrs. Elfreda, care of Mrs. Bartlett

Baker, Cyril, Monroe Street
Balsom, Blanche, Queen Street
Byrne, T. J., Nagle's Hill
Bell, Mrs. A. T., Cower St.
Bell, Mrs. Jessie H.
Brushett, M., (Card)
Bresham, Miss K., Casey Street
Brennan, P. B.
Bell, Charles
Brennan, Wm.

Berry, Miss K., Gower Street
Brinton, Miss T., (late Marystown)
Bond, Mrs. Mary, Queen St.
Brown, Miss E.
Boggan, J. J., Water Street
Boone, Neah, Cuddihy Street
Brown, Miss Ethel
Burden, John, Wickford Street
Burden, Captain, care of Mr. James
Burke, Miss Katie, Mullock Street
Butler, Miss M., (card) Military Rd.
Bussey, Mrs. G., care of G.P.O.
Burt, E. O., Walsh's Square
Bursley, Charles
Butt, Miss Margaret (card)
Butt, Miss Margaret (card)
Butt, Victoria, Springfield Street
Butler, Joseph, Spencer Street
Butler, Mrs. Arch, Queen Hotel
Bishop, John, Casey Street
Blagdon, Benjamin, Queen Street
Budden, Mrs. Mary, Barter's Hill
Boggs, Richard, New Gower St.

Delaney, Mrs. Arthur, Moores St.
Dwyer, Mrs. Jas., Quidi Vidi Road.
Dwyer, M., Nagle's Hill.
Dooley, Miss Nellie, New Gower St.
Dooley, Thomas, (card)
Drover, Mrs. Sarah, care of General Delivery.

Duffett, Mrs. Harry, Carter's Hill
Duggan, Wm., Duggan St.
Darrant, Mrs. James, New Gower St.
Dawe, Harvey, care of Steer Bros.
Driscoll, Mrs. S., Circular Road.
Dalton, Wm., Newtown Road.
Delaney, Arthur, Monroe St.

Easton, Richard, McFarlane St.
Ebbary, Mrs. A. E., Pennywell Road.
Easton and Andrews, Newtown Road.
Edgar, Miss Margaret, James St.
Egan, Mrs. Samuel
Edgar, Charles P.
Ellis, Miss Carrie, (Hospital), King's Bridge.
English, Miss Katie, Balsam St.
English, Fred.
English, John P., Notre Dame St.
Edwards, Barbara C., Pleasant St.

Fagan, Miss Margaret, Cornwall Av.
Fraser, Miss Marion, Circular Road.
Fradsham, John
Ferguson, Mrs. Jannett
French, Mrs. Sarah, Circular Road.
Feltman, Miss Naomi, New Gower St.
Finn, T. A., Water Street.
Fitzfield, Miss G., Rennie's Mill Road.
Fitzgerald, Jennie E., Water St.
Fitzfield, James, Newtown Road
Frye, Miss Annie, Lime St.
Field, James, Vine Street
Fitzpatrick, Miss M., (card), Field St.
Foley, Robert, Codner's Lane
Ford, Hugh H.
Furlong, Marion, Henry St.
Fitzpatrick, Mary, (Ret'd.), Cochrane House.

Gamberg, Mrs. George, Flavin St.
Grant, Fitzgerald, care of General Delivery.
Gladstone, Mr., Middle St.
Grant, Mr.
Gillately, Mr. and Mrs., Carter's Hill.
Green, Rupert, Livingstone St.
Greening, Garland.
Greening, Mrs. Minnie
Gibbons, Joseph R., Gower St.
Griffin, Miss Rita
Grimes, Stanley G., Prince's St.
Griffin, Stephen Mrs., Water St. W.
Goss, B. Miss, Plymouth Rd.
Goodridge, Mrs. Geo., Pleasant St.
Gooble, Harry, care of G. P. O.

Harris, Miss E.
Hart, Miss E., Gower St.
Hampton, Edward, Gower St.
Hall, Chancy N.
Hancock, Miss Josie, Pleasant St.
Hart, Richard, care of Gen'l. Delivery.
Haynes, Mrs. George, George's St.
Harris, Miss E. H.
Harvey, Mrs. Chas.
Haley, Harry, Cochrane House
Hampton, George, Bell Street
Hannan, Charles
Halloran, Mrs. A., Gower St.
Hynes, Mrs. J., care of General Delivery.

Hewitt, Martha J., Carter's Hill.
Hilton, Clarence.
Hynes, Patrick, Lime St.
Hickey, M., Alexander St.
Hiscock, J. A.
Hynes, Beatrice, late Wesleyville Hill, Arthur W., 3 ——— Street.
Hynes, Sadie, care of G.P.O.
Homer, Miss Annie, Tessier Place
Hooper, Martin
Horwood, Thos. N., Water St. West.
Hawall, Miss Beata, William St.

Hortins, Wm., Pilot's Hill
House, Miss Annie, Tessier Place
Hutchings, Florence
Hunter, Miss Annie
Hutchings, Miss Alfreda
Huellin, Master A., late General Hospital.
Hutchings, George, care of General Post Office
Humphries, Miss E., Prospect Street
Huse, Annie, Carter's Hill
Hynes, Frank, late Placentia

Jessop, J.
Jones, Miss Elizabeth, Monkstown Rd.
Jones, Miss Sadie, Cabot Street
Jones, Willis, George's Street
Jones, Kenneth, Water Street W.
Jones, Mrs. W., ——— Street
James, Mrs. Silena.
Jones, Mrs. E.
Jones, Miss Kittie
James, H. J.
James, P.
Kean, A. J.
Kennedy, E. B.
Knox, Katherine, Lime Street
Keeping, George
Kennedy, Miss Annie, New Gower St.
Kenney, Albert Mrs., Saunderson Place
Kelly, George, Monroe Street
Kelloway, Miss June, Waterford R. Road

Keefe, Jennie J., Sebastian Street
Kelly, J. R., Water Street
Kaiser, Victor, care of General Delivery
Kavanagh, Miss Julia, Queen's Road
Kearney, Mrs. J., Casey's Street
King, Miss Pearl, Brazil's Square
Knight, Mrs. J., King's Bridge Road
Knight, Edward, Circular Road
Kirby, Charles, care of G.P.O.

Lawlor, Violet, Queen's Road
Lake, Miss Maggie, New Gower Street
Layernan, Miss Ethel
Lait, Mrs. Wm., Duckworth Street
Laurie, Annie, Miss G.P.O.
Leonard, Arthur, Carter's Hill
Legg, Miss Sr., Pleasant Street
Looney, Norah, Miss Murphy's Sq.
Loder, James, (late Placentia)

Martin, Mrs. Jas., Carter's Hill
Malone, Mike, Duckworth Street
Martin, Wm., Lime Street
Mannell, Miss Alice, Gower Street
Mansfield, Mrs. Eddie, Line Square
Marah, Miss Jessie, Victoria Street
Mahar, Mrs. James, Adelaide Street
Matthews, Mrs. Norman, Patrick St.
Martin, Miss Hazel
Morrison, Mrs. A. E., LeMarchant Rd.
Meaney, Miss Elsie, Central Street
Miles, Mrs., Bond Street
Milley, Mrs. A., Charlton Street
Milley, Mrs. Joseph
Miller, Miss D., Brazil's Street
Mills, John E., McFarlane Street
Morrisey, P. E., Balsam Street
Monroe, Roy (card)
Moore, E. D.
Moulard, Roland A., Young Street
Moore, Benjamin, Young Street
Moore, Miss Emma, late Ayre & Sons
Moore, Mrs. B., Barter's Hill
Moore, Lorenzo
Morgan, Samuel, Field Street
Moore, J. C., Spruce Street
Morgan, Mrs. Wm., Brazil's Field
Molloy, R. J.
Moore, Harry M., Hamilton Avenue
Murphy, Miss M. E., (card) King's Bridge Road
Murphy, Pte. J., McKay Street
Murphy, Jas. O'N., (card) care of General Delivery
Murphy, Miss S., Simms Street
Murphy, Miss P., 61 ——— Street
Murphy, Miss Grace, McKay Street
Mugridge, Mrs.
Murell, Miss Clara, Cochrane Street
Morley, Mrs. G. B.

Moore, Mrs. J., Care of Officer No. 3
Mugford, George, Waterford B. Rd.
Miller, Martin, Newtown Rd.
Murphy, Miss A., Freshwater Road
N
Napman, Mrs. N., Field Street
Naphier, Leonard, Brazil's Field
Newell, Master John
Norris, Miss B., Victoria Street
Noseworthy, Mrs. E., King's Road
North, Miss G., Butler's Place
Nottall, Joseph, Pleasant Street
Nottall, Wm. R., 14 ——— Street
Noseworthy, D., (card) Pennywell Rd. N. ——— Miss Bessie, (card)
Queen Street
Norman, Wm., Pleasant Street
O
Oldford, Frederick, (card)
O'Neill, Miss B., (card)
O'Keefe, Mrs. Ellen, Cathedral Street
O'Neill, Corporal, Prescott Street
O'Reilly, T.
O'Brien, Nellie, Cabot Street
P
Parsons, Miss Jessie, Pennywell Rd.
Palmer, C. F.
Parsons, Miss S. G., Bannerman St.
Parrell, Wm., Allandale Road
Pardy, Mrs. C., (card)
Parsons, John
Payne, Andrew, care of G.P.O.
Patterson, Patrick M.
Parrell, Mrs. Jane, 7 ——— Street
Patterson, Miss E., Lime Street
Penny, Miss M., Circular Road
Perry, Mrs. A., Allandale Road
Pett, Mrs. Arch, South Side
Pearl, Mrs. J., 22 ——— Street
Peggy, Donald, Bond Street
Parey, M., (card)
Penny, A., Water Street
Preston, Mrs. Frank, Cocktown Road
Phillips, G.
Phillips, John, Pine Street
Pico, Miss L., Carter's Hill
Pittman, Mrs. K., Pleasant Street
Phecher, Sarah, (card)
Power, James (card stand)
Porter, Miss P.
Power, Mrs. Joseph, care of G.P.O.
Power, Mrs. J., Prince's Street
Power, James, (card), Allandale Rd.
Power, John, New Gower Street
Parrell, Mrs. Military Road
Pomeroy, Mrs. A. J., Boncloddy St.
Porter, Miss Sophie
Powell, G. M., Theatre Hill
Pike, Leah, care of General P. Office
Pike, Miss G., Adelaide Street
Q
Quinn, Stephen, care of General Delivery
R
Ryan, J. J.
Ryan, Miss Della, Cochrane Street
Ryan, L., South Side W.
Ryan, Wm.
Ryan, T. J., Williams Street
Ratford, Frederick, Hospital
Ryan, Matthew
Ridout, Miss Ellen
Roe, A. T., Cabot House
Roach, Miss Maud, Gower Street
Rogers, D., Water Street
Rogers, Mrs. M., New Gower Street
Roach, Miss C., LeMarchant Road
Roost, A., 1st Street
Rowe, Mrs., Allandale Road
Roberts, Thos.
Robertson, Miss Annie, Church Street
Reid, Miss Elsie, Cabot Street
Reid, Mrs. M.
Reid, Mrs., Bond Street
Reddick, Patrick
Reddy, Mrs. Thomas, Spencer St.
Ralph, Miss Ethel, Franklin Ave.
S
Starks, Jas. B., care of G.P.O.
Shaw, Miss Mabel, (card)
Sparks, Bramwell
Swain, Miss Bride, Pleasant Street
Stratten, C., King's Road.
Stanley, Albert, New Gower Street
Shaw, Bernard, care of G.P.O.
Slevens, Alfred, Pine Street
Sherman, Miss
Stevenson, R. L., Spencer Street
Snelgrove, Miss Jessie, New Gower St.
Stewart, Miss Annie
Sweetapple, Wm., Allandale Rd.
Snelgrove, Miss Jessie
Simms, Mrs. Henry
Smith, R. T.
Simmons, Wm., McKay Street
Smith, Mrs. Jas., Pleasant Street
Smith, John
Skirving, Peter N.
Smith, Arthur, Pine Street
Smith, Miss Ethel
Smith, Tom, care of G.P.O.
Simmons, E., Murphy's Square
Short, Nehemiah, Prescott Street
Scott, Francis, Brazil's Field
Stone, Mrs. J., care of General Delivery
Snow, Annie, George Street
Snow, Margaret
Snow, John, care of Geo. K. Downing
Shute, Miss B., Spencer St.
Spurrell, Miss D., Hamilton Street
Sellers, E., Monroe Street
Shambler, J. B., Freshwater Road
Snow, Charles, Pleasant Street
Snelgrove, Miss Jessie
Sellers, Joseph, Cabot Street
T
Taylor, J. A., Cabot Street
Thistle, Mr., Parade Street
Thompson, Chaeter
Thomas, Mrs., Barron Street
Tucker, Charles, Brazil's Square
Tuftin, Jennie, Duckworth Street
Tucker, J. J., Central Street
Torraville, Capt. V., John Street
Thorne, Mr., care of Bowring Bros.
W
Walsh, Miss C., Theatre Hill
Whalen, Miss C., Theatre Hill
Whalen, Pte. Chas., care of G.P.O.
Way, Miss B., Water Street
Walsh, Miss Sarah, care of Mrs. Earle, Circular Road
Walsh, Miss Carrie, Waterford Bridge
Walsh, M., care of G.P.O.
Whalen, Tobias, care of G.P.O.
Watts, Frank, Smithville
Walters, Edgar, care of G.P.O.
Walsh, Miss A., New Gower Street
Wall, Miss Emily, Gower Street
Webber, Mrs. Wm., Ashley Cottage
Whoelet, Wm., Terra Nova House
Wescott, Alex., Clifford Street
Webster, John P., Victoria Street
Wiseman, S. W., Water Street
Weston, Miss E., Casey Street
Wheeler, Pte. Walter, Flower Hill
White, Miss Pauline, care of Mrs. Cantwell
Williams, Wm., Duckworth Street
Wilson, Mrs. L., care of General Delivery
W
Williams, Mrs., Boncloddy Street
Wills, Miss Isabella, Theatre Hill
Williams, Mrs. (card)
Williams, Miss Sarah
Williams, Miss Caroline
White, Miss M., King's B. Road
Winsor, Mrs., Victoria Street
Wright, Miss Lillian
Williams, Miss Maggie, Gower Street
Whiteway, Miss M., Monkstown Road
Wiseman, Mrs. Stephen, Water Street
Winsor, Wm., Brazil Square
Wiltshire, Miss Ethel, Patrick St.
Williams, Miss Mary, Leslie Street
White, Miss M., King's B. Road
Wright, Lillian
Williams, Maggie, Gower Street
Wiseman, Stephen, Water Street
Wells, Alex., Pennywell Road
Wiltshire, Miss M.
Y
Yethman, Miss Julia, care of General Delivery
Young, J., South Battery

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The Aeroplane as a Business Venture

(By our Aeronautical Expert)

The war has entirely revolutionized the possibilities of the aeroplane as a business proposition, and although there will be great developments in the use of the aeroplane in commercial life, there are two distinct points of view which should be kept in mind. Firstly, there is the view of the person who wants to use the aeroplane as an aid to his own productions, and there is, secondly, the view of the person who produces the aeroplane. One assumes that the first person will buy his aeroplane from the second, and that through their interests will be common as regards the development of aerial navigation, they may come into direct conflict as consumer and producer. It is fairly obvious that the aeroplane of to-day is more suited to the conveyance of passengers and mail matter than to the cartage of heavy goods, and it is very unlikely also that the aeroplane would compete for a short distance in civilised countries with the motor car or railway train. Where the aeroplane scores is over long distances, say 200 miles or more, and in countries where roads are scarce and bad, and railways non-existent. Some two years before the war, an engineering firm was engaged in laying down a pipe line from oil wells about 100 miles up country to a certain port. A member of the firm in question was seized with a brilliant idea that the engineer in charge of the job could do his work better by aeroplane than by land. He had to superintend the work of many hundreds of native labourers, working in big gangs at various points along the line. If he started at one end it took him a week or two before he had completed his inspections, and if anything went wrong at a distant point, it took him several days before he could get there by trekking over the desert. The originator of the aeroplane scheme held quite rightly, that if he could go direct from one end in a couple of hours, and travel from gang to gang in a few minutes, it would add considerably to the efficiency of the job. But the idea did not work in practice, for whilst the originator of the idea bought an aeroplane and learnt to fly it himself, it never arrived on the scene of the job. Nevertheless, such a scheme would be a perfectly simple proposition to-day. War planes have shown in Egypt, the Soudan, in Syria, and in Mesopotamia, that it is possible and even easy to cover hundreds of miles a day with unfailing regularity over deserts in all kinds of weathers. There would be no need of an engineer in charge of a big pipe-line or railway construction job

to learn to fly himself. He would merely engage a first-class, steady, reliable aviator, with war experience as a kind of superior chauffeur. Each gang of workmen would prepare a landing place at the scene of their operations, and the engineer would be conveyed from gang to gang at the re-

spectacle speed of a hundred miles an hour. He would do the journey at least as safely as he would do it by land over deserts or through the bush or jungle, and he would do it far more comfortably, because he could be taken up higher where the air is cool and fresh. Here is a concrete example of how aeroplanes become a business proposition to any big engineering firm engaged in railway or road construction in undeveloped countries. Such use can be extended in many ways.

The cost of upkeep of the aeroplane and the wages of the pilot and of the mechanics to keep the machine in tune, would soon be paid out of the sums now needed to pay for slow rail and boat transit, and for horses, camels, carts, beaters, and so forth, necessary for desert or bush transport. Similarly the big oil or mining firms, whose operations are conducted in poorly developed countries, will find it a simple business proposition to maintain a small fleet of aeroplanes, with mechanics and pilots, so that their officials, whether engineers, financiers, or such as paymasters, cashiers, or book-keepers or business managers, can travel from well to well, or from mine to mine, or from headquarters on the coast up to the scene of operations, quickly and comfortably.

Those who imagine that an aeroplane needs a 300-acre field in which to land will do well to remember that British pilots to the Royal Flying Corps and the Royal Naval Air Service, and French pilots also, have flown regularly over the mountains, starting from and landing in little patches of level ground in the valleys. Also, Royal Flying Corps aviators have flown constantly over the Afghan Hills around the Khyber Pass, during the troubles on the North-Western Frontier. Likewise, American aviators have flown over the mountains and volcanoes of Mexico, and on old-fashioned under-powered machines. Yet in all this mountain flying hardly an accident is recorded.

The mining official, whose journeys by mule back entail crawling over mountain passes, along narrow tracks over hanging precipices, and across primitive steele and string bridges with awful chasms below, is hardly likely to jib at making the journey in comfort by air in an hour or two instead of several days. The extra cost of the saving in time alone makes such a method of transport a business proposition. In the inspection of large ranches there is another use for the aeroplane, and there is little doubt that before long the owner of

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A vast ranch or sheep run out in South America or Australia may be conveyed from one out-station to another in a few minutes by a reliable and not adventurous pilot.

Already the owners of the big sheep runs in Australia go from station to station in motor cars in preference to using horses. Despite bad roads, or no roads at all, the car of the proper colonial type will average a better speed over unbroken country than will a horse; but when one considers that even a moderate aeroplane will do 80 or 100 miles, the immediate advantages to the owner of a big sheep-run who wishes to keep closely in touch with his flock will be perceived.

For other than inspection purposes the aeroplane would be of equal advantage, for most big ranches and runs are far removed from railways, and it would frequently be quicker and more pleasant for the owner to fly direct to the nearest city, when bound to and fro there on business, than to go to the nearest railway and endure a tedious railway journey.

There is, of course, the obvious objection that ever foreign, or colonial, city has not got an aerodrome where the machine could be landed and housed; but it was equally true that twenty years ago every town in England or America had not got a garage at which touring cars could be housed, yet the demand quickly produced the supply. The aeroplane cannot, as yet, be considered as a substitute for the goods train or the motor lorry, where heavy haulage is concerned, yet there are instances in which the aeroplane becomes a business proposition even for such purposes.

A certain firm owns some property in mountain country, whence they excavate tungsten. The site of the works is only forty or fifty miles from a port on a straight line, but a ridge of mountains intervenes. No railway can go to it without a detour of hundreds of miles, or the making of elaborate tunnels and cuttings, at a cost of many millions of pounds. Consequently all the material has to be packed over the pounds on mules for fifty miles or so, by devious tracks and passes, at vast expense of labor and time. Yet, owing to the very high value per ton of material as delivered at the port, it would actually pay to deliver it by aeroplane. A type of aeroplane to-day habitually goes up to 12,000 feet or more with a load of a couple of tons, with petrol for six or eight hours flying, and making plenty of allowance for adverse winds, the fifty mile journey would not take more than an hour, so that with two tons of lead and petrol for only one hour that aeroplane could easily reach 17,000 feet. As the site of the works mentioned is high up in the mountains, an aeroplane starting thence would only have to climb 7,000 or 10,000 feet to get over the highest part of the ridge between the port and the works, so that it would be quite a sound business proposition to use these big aeroplanes to take loads of two tons directly to the port. And they could bring back equal loads of supplies for the work, either food, tools, furs, chemicals or light machinery. There must be many other valuable properties similarly situated, where the transport of their products would be greatly accelerated and cheapened by the use of aeroplanes now the war is over, and industries will have to work hard to make up for lost time, quick deliveries will count for much.

There is still another class of busi-

ness proposition which might receive attention, and that is the formation of regular passenger transport airlines in districts in which they operate. For instance, where a firm had big rubber interests up country, in Brazil or Africa, it would pay well to run a line of flying-boats called variously, waterplanes, seaplanes, or hydro aeroplanes. Like the big aeroplanes, the modern flying boat can carry its two tons or so dead weight, and fly at 36 or 90 miles an hour, only it uses any convenient water surface or its aerodrome, and so saves the trouble and expense of laying out land for the purpose. Where great waterways exist, and where there are ports for waterborne goods, it is simple and cheap to put up sheds for the housing of flying boats. Commercial firms with interests at such ports will quickly perceive the advantage of vehicles that can cover their 30 or 100 miles per day, with five or six stops to pick up or set down passengers and light goods, as against 10 miles an hour steamboats, which have to follow every bend and meandering of the river. There are uses, innumerable for these machines and the great thing for every business man to remember is that aeroplanes are no longer merely instruments of war, but they are practical commercial vehicles, which can be flown safely by any man who is capable of driving a fast car, and which can be relied upon as a method of personal transport at all times.



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A.N.D. COMPANY, Ltd.

The Fish Regulations!

Mr. Dunfield's Speech on Tuesday Last at Board of Trade Discussion

(Continued)

It cannot be too often repeated that as to all other markets, trustworthy shippers are not compelled to sell through Mr. Hawes. But suppose Mr. Hawes does make a good commission on a whole year's supply of 250,000 quintals, if the Consorzio lasts so long, he has to provide service for it. At Alicante alone he has a staff of 50 persons. And if, after paying all his expenses, he has a good sum left, I say he has earned it; and I want to remind you of what I said earlier about other brokers' commissions. These large sums are not a new expenditure for the benefit of Mr. Hawes; they are merely the sums which have been going all these years to other persons. Why should they not go to a man who renders good service? If he is not our agent, who is to be our agent? We must have one. Why not he?

Let me emphasize once again, that as regards any other part of Europe but Italy, he does not get the shipments unless he earns them on his merits. But if in other markets, he can show shippers that it is to their advantage to deal with him, all credit to him for it. Who can object to that? The proportion of the Spanish trade that he has taken from other dealers in the past ten years surely shows that somebody must think he has merits.

The figures in the next paragraph I have already dealt with by pointing out that no exporter is compelled to hand over anything to anybody, except in the case of Italy, where he has to pay for services rendered, and the whole annual export to Italy is only about one fifth of the amount Mr. Grievé suggests; and further the commission due under the Regulations is 3% and nothing else, except the 1% discount. It is not in addition to all the usual commissions as Mr. Grievé states. I have stated already that as far as I am aware, no firm in Newfoundland owns a peseta worth of shares in Hawes & Co. Ltd., but there is one other point in this paragraph that demands mention, and it is the suggestion that members of the Advisory Board, one of them the agent of a Brazil firm, may use information received by them in their capacity as members, to take advantage of their neighbors. Now, that is unquestionably a thing it may be possible for them to do, but I think it is a suggestion that should not be made. It would be useless for the Minister to consult with people who know nothing of the trade. What can he possibly do but select leading members of the trade with whom to consult, and how can he possibly act without collecting information? If he were forbidden to make use of any such advice, the only possible result would be that it would be impossible for any Governmental action to be taken in any matter of this kind, and we should have to admit to the outside world that the Government could not take any action on any commercial matter because it was impossible for it to find any commercial advisers who could be trusted. That would be a confession of moral bankruptcy indeed.

There is only one paragraph more to be dealt with, and that has in effect been dealt with before. Mr. Grievé asks "Why should an arbitrary authority compel me to sell before my cargoes are despatched, or failing a sale, consign them to Mr. Hawes, to the prejudice of those with whom I have been in the habit of doing business for half a century?"

The answer to his question is once more that as regards Italy, the authorities compel him to sell through Mr. Hawes because it has been decided that all shipments must go through the hands of the agent of the Minister of Marine and Fisheries, because it is to the interests of the Colony that it should be so, but as regards all European markets other than Italy, the answer to his question is, that no arbitrary authority compels him to do anything of the sort, the best proof of which is, that he shipped by the "Duckhannon" since the Regulations, a large parcel of fish, consigned to the very man with whom he has been in the habit of doing business for half a century, namely, Sr. Campos.

Just one other point he refers to without argument, and that is, the lesser price charged to Italy, compared with other markets. This is done of set purpose, because Italy is an Allied country, whose people at present are in some financial difficulty and have the exchanges very much against them, which increases very much the cost of fish to them; and, therefore, and of set purpose the Min-

ister and his advisers, decided to make a reduction in the price.

It has to be remembered that sterling exchange has fallen since last July from \$4.60 to \$3.85 which means that for every pound per quintal the shipper here charges to the buyer in Europe, he only gets \$3.85 today where he got \$4.60 last July. In other words, if fish is selling in Europe for £4 or 80/-, including cost, freight and insurance, and all charges, the shipper today would only collect \$15.52, where last July he collected \$18.40. This means that either the price charged must go up, or the shipper's profit must come down, and in point of fact at the present moment it is mainly the profit which has come down to such an extent indeed that there is little or no profit in shipping to Italy at present prices, and shippers are really sending fish there for the sake of realizing it and are doing little more than getting back dollar for dollar what they have spent.

That disposes of the letter, and I hope I have made it perfectly clear that the connection between Mr. Hawes and his supporters on the one hand, and Mr. Coaker and his Regulations on the other is purely an accidental connection, and cannot, as has been falsely represented, work shows that somebody must think he has merits.

There is just one other thing to be said. This trade is one which has never hitherto shown any ability to combine. Mutual mistrust and mutual suspicion has destroyed every effort at combination. The efforts of the committees headed by Mr. Grievé, Sir John Crosbie, and others, during the past two years to compel uniformity of action, gave us ample proof that it is useless to hope for any union but a compulsory union until the trade unlearn their present ways of thought. We have never up to the present time had a man at the head of our fishing industry in a position of real influence and with such power to put his plans into effect, as Mr. Coaker. His worst enemies must admit that he is full of ideas for the improvement of our fishery, and that he is a man of action in putting those ideas into effect. He will make mistakes like other men, but I, for one, hold that in his present action, he has made no mistake.

It is the first condition of progress that things should be done in the present and the future, which have failed in the past, or have never been attempted, and any man of an older generation fails in comprehension if he cannot see that if things were not done in his day it is no reason why they should not be done in this.

We see today the first beginning of active Governmental assistance to our principal industry. It would be incredible if it were not true that we have never received such assistance before.

I appeal strongly to everyone here to give the Minister of Marine and Fisheries moral support in this matter, and to give him a chance to show what he can do. By the time he finishes with this business, I believe he will not only have achieved great benefits for the Colony, but he will also, what is more important, have compelled the trade to take a little exercise in the art of working together, so that another time when there is a necessity for mutual action in the common interest, there will be some chance of our achieving it, instead of none at all, as at present.

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OBITUARY

MRS. ELIZABETH DECKER

(To the Editor)

Dear Sir:—Please allow me space in your most esteemed paper to record the death of Mrs. Elizabeth Decker, of Joe Batt's Arm, aged 85 years, who passed peacefully away on December 19th, 1919. She leaves to mourn her sad loss three daughters and one son, also a large circle of friends. She died at her son's residence. She had a nice funeral and was laid to rest in the R. C. Cemetery. All friends extend their heartfelt sympathy to the bereaved.

Thou art gone, our loving Mother,
Never shall your memory fade;
Gentle thoughts will ever linger
Round the spot where you are laid.

Yours truly,

COR.

Island Harbor, Fogo,
January 10th, 1920.

MR. GIDEON SMITH

(To the Editor)

Dear Sir:—Death has again visited this little place of Elliott's Cove and taken from our midst Mr. Gideon Smith, one of the oldest residents of the place. He passed away on the 12th inst. He leaves behind him a widow, five daughters and three sons. He had been ailing for about two years. Mr. Smith was in his 74th year.

Another one from us has gone.
A voice we loved is still;
A place is vacant in our home,
Which never can be filled.

TWO RELATIVES.

Elliott's Cove,
January 20th, 1920.

MR. ELI MARTIN

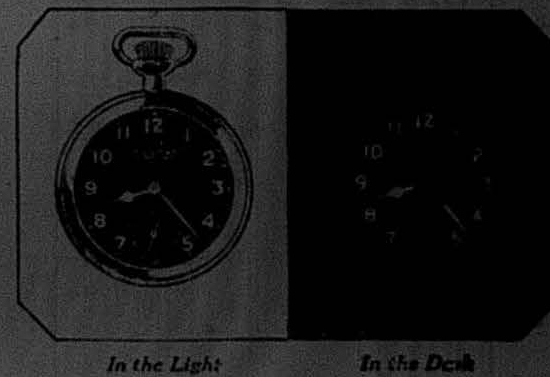
(To the Editor)

Dear Sir:—Kindly permit me space in your valuable paper to record the death of my dear grandfather, Eli Martin, who departed this life on January 15th, 1920. He was 72 years of age. The funeral service was conducted by Rev. L. W. Blundon. He was always a good worker in the Methodist Church, and also in the Sunday School. He will be greatly missed by all who knew him. He started in his young days to do the Master's will. Through all that time he never lost sight of the Master; he always kept the prize in view.

Through five long months he suffered, but he bore his sickness patiently. He was resigned to the Master's will. When death came he left a bright testimony behind that he was going home to be with Jesus. He leaves to mourn his sad loss a wife and two sons, one daughter, one daughter-in-law, two daughters-in-law, 14 grandchildren

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Where our grandfather does rest.

By his loving grand-daughter,
SARAH MARTIN.
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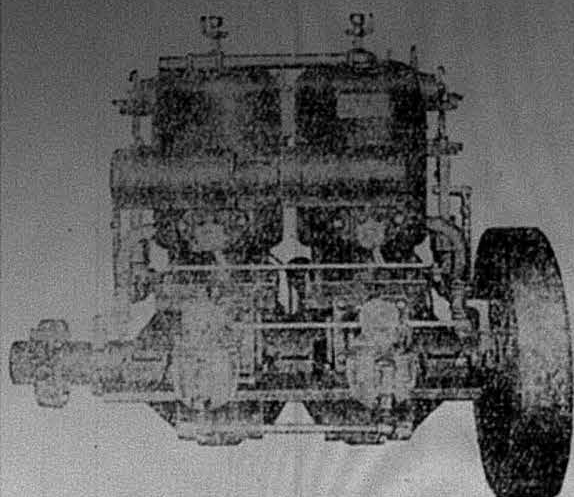
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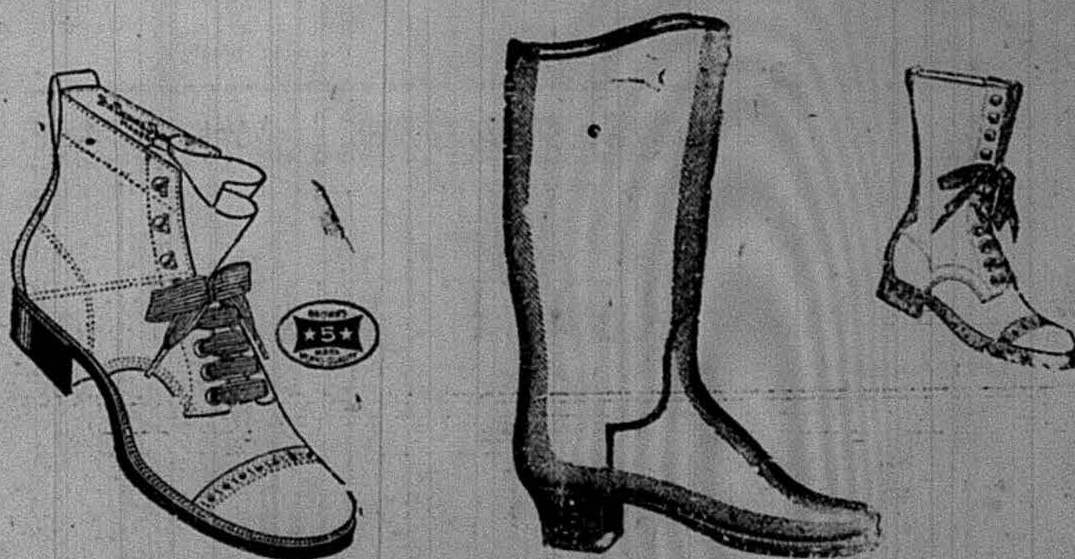
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FISHERMEN! Get a pair of Smallwood's good hand-made waterproof Fishing Boots. These boots will keep your feet dry.

Tongue Boots, Wellington Boots, Wellington Tongue Boots, High 3/4 Boots, Low 3/4 Boots. Men's, Boys' and Youths' good, solid leather laced Boots. All hand pegged; double wear in each pair.

One pair of our Fishing Boots will outwear any 3 pairs of the best Rubber Boots on the market to-day, besides they do not draw your feet, and are recognized to be better for the health than Rubber Footwear.

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THE HOME OF GOOD SHOES.

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A LETTER FROM LONDON

The fact that Lord Leopold Mountbatten plays the flute in a Windsor orchestra reminds one that the late Duke of Edinburgh was an enthusiastic violinist, and liked nothing better than a chair with his violin in a symphony orchestra.

However, Lord Leopold—known before the war as Prince Leopold of Battenberg, and grandson of Queen Victoria—could be matched in the royal family even as a flautist by Frederick, Prince of Wales, that ill-fated Prince who tried to enjoy life, and left as his epitaph "Prince Fred—who was alive—and is dead."

How many people are aware that Mr. Lloyd George is the possessor of a fine tenor voice? He has several favourite hymns, the chief of which is "Jabez," which he has translated into English. He is also particularly fond of the great mining hymn, "Cwm Rhondda," which is sung everywhere by Welsh miners. Another favourite is the weird and mournful "Moriah." Mr. Lloyd George takes a keen interest in the preservation of the old Welsh hymn tunes.

Famous though the late Sir Evelyn Wood became, he was no more celebrated than some of his near relatives. His grandfather was a second Dick Whittington. He started life in a chemist's shop in Exeter, but coming

to London proved very successful in business and achieved the distinction of being twice Lord Mayor. He found Royal favour, and was the first baronet created by Queen Victoria after her accession.

Sir Evelyn's uncle rose even higher. While still a youth he paid a visit to the Old Bailey, which inspired him with such an enthusiasm for a legal career that he ultimately became Baron Hatherley, Lord Chancellor during the first Gladstone administration. A younger sister of Sir Evelyn Wood married the ill-starred Charles Stewart Parnell.

Everyone will be glad to hear of Mr. H. W. Foster's passage, for the former Financial Secretary to the War Office has hosts of friends and no enemies. His record as a cricketer, before he thought of statesmanship, may be often confused in the public mind with that of "Fostershire," but it stands proudly enough by itself. He played for Eton, for Oxford, and for the Gentlemen against the Players.

When I saw Mr. Justice Darling on the occasion of his birthday he did not look like a man who had attained his seventy-first year. On the bench he is always alert, and gives not a sign of increasing age, and his spontaneous wit is just as fresh as ever. Justice Darling is a master of the

art of writing brief notes to his friends, and as an occasional recreation he "drops into poetry." He has now joined the ranks of septuagenarian judges, which includes Mr. Justice Lawrence and Mr. Justice Bray.

Sir Ernest Pollock, who is considered by many people a likely successor to Mr. Lowther as Speaker of the House of Commons, has a magnificent family tradition behind him. In the middle eighteenth century David Pollock, a saddler, according to tradition, at Charing Cross, had nine sons. The eldest became Chief Justice of Bombay, the third a baronet, and Lord Chief Baron, the fifth a baronet, field-marshal, and Constable of the Tower.

The Chief Baron had eight sons who grew up. The eldest was Queen's Remembrancer, the next was soldier and barrister, the third was Master of the Supreme Court and father of Sir Ernest, the next was Baron of the Court of Exchequer, the next was Master of the Supreme Court, the next a general, and the last two a doctor of distinction and an Official Referee.

The death of Sir Evelyn Wood has rendered vacant the ancient office of Constable of the Tower of London. Originally the appointment was a political one, and changed hands when different parties were in power, but in more recent years this practice has been altered, and the holder has usually filled it until his death.

BIG BEN.

ADVERTISE IN THE "ADVOCATE"

Lahun Treasure—Priceless Egyptian Relics On View in New York

New York, Dec. 10.—The "Treasure of Lahun," the most valuable collection of jewelry and rare art objects, which modern excavators have been able to recover from the age-old tombs of Egyptian royalty and perhaps the most highly prized of the Metropolitan Museum's many rich acquisitions, was on public view for the first time yesterday. This announcement was made yesterday by Director David Robinson, of the museum, who said that the extraordinary interest manifested in the collection had determined the trustees to place it on exhibition immediately in the room of recent accessions, without waiting for the completion of the new room of Egyptian jewelry, now under construction, where it will ultimately be housed.

The objects composing the collection were recovered by Prof. W. M. Flinders Petrie in the course of excavations near Lahun, Egypt, in 1911, and were acquired for the Metropolitan Museum in 1916 through a contribution made for the purpose by Henry Walters, second vice-president of the museum, and an appropriation granted by the trustees from the Rogers fund.

Prof. Petrie recovered, in its entirety and in the same perfect condition in which it had been placed in the tomb, the complete complement of jewelry exquisite in its character and in the

quality of its workmanship, which once adorned the person of the Princess Senhatheor-lunet. She was in all probability the daughter of King Senusert II. of the twelfth dynasty, who reigned from 1906 to 1887 B.C. and near whose tomb at Lahun she was buried. Found with the jewelry were a number of beautiful wrought vessels, some of alabaster and others of obsidian, and in another part of the tomb four alabaster Canopic jars, all bearing the name of the princess. There were jars which contained the mysteries of the lady's toilet and several traces remained of what had formerly been cosmetics and unguents.

The chief pieces of the collection are a pectoral of Senusert II., so exquisitely chased as to rival if not exceed the best art of Benvenuto Cellini, a gold collar of double lion heads, girdle of gold cowries linked with beads, necklaces of amethyst armlets of gold bars and beads, gold amulets with colored inlay, bracelets, of beads adorned with gold figures of recumbent lions and several scarabs of lapis lazuli. The used in the construction of most of the articles are of carnelian, turquoise, lapis lazuli, green feldspar, amethyst and gold.

Letters for publication in this paper should be marked plainly "FOR THE EVENING ADVOCATE." Correspondents will please note this. Letters from readers are always welcomed.

Fishermen!

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Best Value for Your Money

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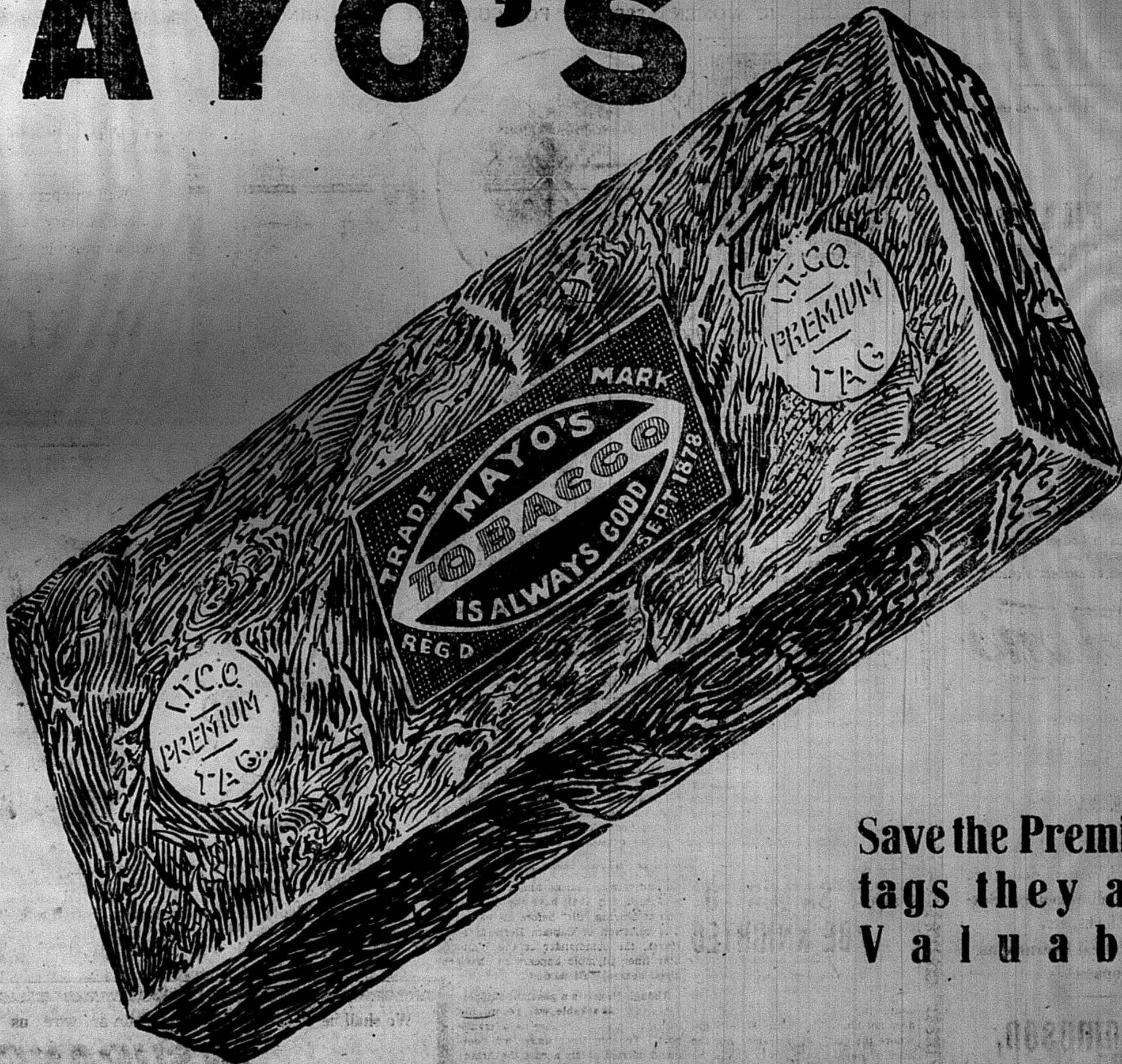
The Globe Trading Co., Ltd.

DISTRIBUTING AGENTS

Jan. 1st to Dec. 31st, 1919

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Save the Premium tags they are Valuable

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AFTER MANY YEARS OF CAREFUL STUDY OF THE RUBBER BOOT BUSINESS WE HAVE SUCCEEDED IN HAVING MADE ACCORDING TO OUR SPECIFICATIONS

"The EXCEL RUBBER BOOT"

WITH 7 SPECIAL FEATURES, WHICH WE GUARANTEE TO BE FAR SUPERIOR TO ANY RUBBER BOOTS ON THE MARKET. IN QUALITY, DURABILITY AND VALUE.

THE 7 SPECIAL FEATURES OF THE EXCEL BOOT WHICH WE HAVE EMBODIED IN ITS CONSTRUCTION ARE:

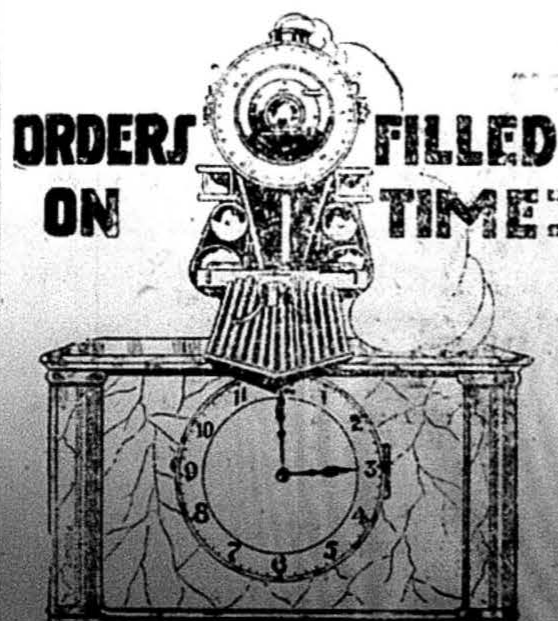
- 1ST. THE ENTIRE BOOT IS CURED UNDER STEAM PRESSURE, MAKING IT A "ONE" PIECE BOOT.
- 2ND. IT HAS AN 8-PLY, DOUBLE SOLE OF HEAVY RUBBER RUNNING ALL THE WAY UNDER HEEL.
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- 4TH. IT HAS A 6 PLY RE-INFORCED INSTEP, WHICH RELIEVES STRAIN, PREVENTS CRACKING AND WINKLING.
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Repairs To All Kinds of Nautical Instruments. Adjusters of Compasses.

Roper & Thompson,
THE RELIABLE MARINE OPTICIANS.

P. O. Box 507. 'Phone 375. 258 Water St.
—Jan 21, ed. 17

"Who is at the phone?"
"Your wife, sir."
"What does she want?"
"The only word I can understand is 'Mum' sir."
"Let me come there. She probably wants to talk with me."

A Voice—"Mary, what are doing out there?"
Mary—"I'm looking at the moon, mother."
Voice—"Well, tell the moon to go home, and come in off that porch. It's half-past eleven."

DEMOCRATIC WOMEN ASSEMBLE FOR CONCLAVE IN WASHINGTON



MRS. JOHN S. CROSBY
PHOTO CAMPBELL STUDIOS



MRS. GEORGE BASS



MRS. PERCY V. PENNYPACKER



MISS RATTIE RUFFNER JACOBS



MISS MARY JOY

"Politically the women are 'coming into their own.' At the recent meeting in Washington, D. C., of the Republican National Committee they played a leading role—a woman, Mrs. Medill McCormick, made one of the three addresses at the big open meeting, which was the event of the session—and they will again be to the fore at the meeting of the Democratic National Committee. Many of the committee-women will arrive a day or two before for a conference with Mrs. George Bass, of Chicago, chairman of the Women's Bureau, Democratic National Committee.

Mrs. John Sherwin Crosby, of New York, is the associate committee-woman who carries the heaviest responsibility for her State has the largest population in which the women are organized for the duties of citizenship and it presents more problems in the way of diverse nationalities than any other. Mrs. Crosby has proved herself an energetic campaigner. Mrs. Percy V. Pennypacker, of Texas, is one of the

nationally known women who will attend the conference. She was president of the General Federation of Women's Clubs from 1912 to 1916. Mrs. Rattie Ruffner Jacobs, of Alabama, was appointed a member of the National Women's Liberty Loan Committee to fill the vacancy caused by the death of Mrs.

Edna Plagg Young. For some time, too, she served as an officer of the National American Woman Suffrage Association. Miss Mary E. Joy, of California, is both a suffragist and an educator. She was a leading figure in the campaign which gave the vote to the women of her State, and since that time she has been a force in the Democratic party. She was a Presidential elector on the Democratic ticket in 1912 and was a delegate to the national convention held in St. Louis in 1916.

FIRST SAILOR TO BE KNIGHTED

(Boston Herald)

contending... Though Hayes is a peaceful skipper, does not bind him. While he does not ignore the circle of statesmen nor the lines of naval and military chiefs, he occasionally looks over the heads of them all and surprises the public by enlisting somebody farther afield to be dubbed a knight. But he has been fortunate in instantly winning public approval. The knighting of Captain John Alcock and Lieutenant Arthur Brown after their non-stop flight from Newfoundland to Ireland was expected and immediately popular. More recently, two other aviators, Captain Ross Smith, and his brother Macpherson Smith, have been similarly honored for their great flight from England to Australia. Now the King turns from the air navy to

the mercantile marine and picks out a captain who shall have the distinction of bearing "Sir" before his name. The selection of Captain Bertram F. Hayes, the commander of the White Star liner Olympic appears to have given general satisfaction.

Though Hayes is a peaceful skipper, the big liner under his command carried safely across the Atlantic and through the seas where German submarines lurked and mines were laid more than 200,000 troops. She cut a submarine in two and no torpedo ever caught her. Hayes had won the C.M.G. and D.S.O. before the King appended K.C.M.G.—Knight Commander of the Order of St. Michael and St. George. But his titles are not going to take him off his ordinary duties. When the Olympic has been refitted as a liner Sir Bertram Hayes will be seen again on the bridge the first skipper to be made a knight. The British merchant navy did such service in the war that the distinction

bestowed on one of its ablest representatives is well deserved.

ADVERTISE IN THE ADVOCATE

We shall be pleased to have you write or wire us for RATES on

INSURANCE

Fire, Marine and Registered Mail

Covering risk of

Accident, Health and Animal Insurance

When travelling by train or steamer.

TESSIER & COMPANY.

NOTICE

BONNE BAY FREIGHT

Will shippers of freight per S. S. PORTIA (sailed January 14th), kindly take delivery as soon as possible, as this steamer was prevented from reaching Bonne Bay owing to ice conditions.

W. H. CAVE,

Acting Minister of Shipping

TO DEALERS and USERS

SALT WATER SPARK PLUGS THE MOST DURABLE.

The Salt Water Special Spark Plug is known in about every Hamlet in the Dominion, either for STATIONARY or MARINE use, is absolutely the best money can buy.

The reason that this Plug is in such great demand is because it is guaranteed to give SATISFACTION, WHICH IT DOES.

DO NOT ACCEPT A SUBSTITUTE.

By them from your dealer or

L. M. TRASK & CO.,

St. John's, Nfld.

—aug 22, eod

"I don't see why you should kick. You got \$50,000 with your wife. Wasn't that enough?"
"Oh, the money was enough, but the wife was too much."

The Wife—"You'd like to see our cellar? Oh, suppose you're a meter reader?"
The Caller—"No, madam; I'm a booze searcher."

TERRA NOVA AND EAGLE COMING HOME

Messrs. Bowring Bros., Ltd., received a message yesterday forenoon from Valleyfield, B.B., saying the steamers Eagle and Terra Nova had left there at 9 a.m. bound South. Weather conditions were reported as calm and foggy; the message further stating that the bay was filled with slob ice as far as could be seen and that it was impossible to get north. Judging from this message it would appear that the Terra Nova has abandoned any further attempt to relieve the Prospero.

The Eagle arrived here at 9.30 last night, the Terra Nova having coasted her at Safe Hr. She reports the South Side of Bonavista Bay still frozen over.

RETURNED SOLDIER MEETS ACCIDENT

Charles Davey, third engineer of the S. S. Seal, met with a painful accident yesterday afternoon while on board ship. He was at work in the engine room when, without warning, a steam gauge burst, a piece of the glass front covering hitting him in the face. A particle of the glass entered his eye causing extreme pain and practically blinding him. Dr. Fallon, who was called, ordered the injured man to hospital. Mr. Davey is a returned soldier and lost the sight of one of his eyes in the war, while the perfect one was injured yesterday.

BUILDING NEW CHURCH AND PRESBYTERY

During the past few weeks the men of Father Ashley's Parish at Torbay have been very active in cutting and hauling logs to Rev. Father O'Callaghan's mill at Outer Cove. Realizing, as he does, the high cost of lumber, Father Ashley has adopted this plan to secure cheaper lumber for the erection of the new Presbytery which he intends to build as soon as spring opens. At present about thirty thousand feet of framing is ready for the saw. The Pastor, as well as the people of Torbay are deeply grateful to the Rev. Father O'Callaghan for giving the service of his mill to help in this necessary work. The people of Torbay have a big task ahead to build a new church and Presbytery; but alive to the fact that the old church is now a menace to their lives; and well as to the fact that the old Presbytery is a relic of the days of Father Troy who died in 1872, they have nobly banded together to labour and sacrifice, until both buildings are brought to a successful finish. Work on the new Church was suspended early in December, owing to snow and frost, but will be resumed with the advent of spring under the very skilful workmanship of Mr. Patrick Brennan. Every new church erected, is always the best or one of the best in the island, but we are confidently assured that the church of Torbay will be "the best" outside of St. John's city. Its design is modelled, on a miniature scale, on the lines of the R. C. Cathedral of St. John's, with the exception of the two towers, and the plans were executed by Mr. C. McCarthy, architect. We hear that the ladies of Torbay will soon begin preparations for a sale of work at Easter, and we bespeak for them the assistance of all their kind friends in the city to help them on in their praise-worthy efforts.

Mrs. Flatbush—"My new cook is always producing new dishes. She is very original."

Mrs. Bensonhurst—"I should say she was original. My cook breaks a lot of 'em, but she never produces any new ones, I notice."

ADVERTISE IN THE "ADVOCATE"

THIS N. B. MAN WALKED FLOOR FIGHTING FOR AIR

Roy Steeves Suffered After Every Meal—Like Old Self Since Taking Tanlac.

"I can swing my hammer as good as ever, for I have been made over into a new man since I commenced taking Tanlac," was the statement made the other day by Roy Steeves, a well-known blacksmith living at Dover, West County, New Brunswick. "For four years I suffered from stomach trouble," he explained, "and during the past year I was so bad off I could hardly hold up under the strain. I could not eat a meal without feeling nauseated afterwards and I bloated up with gas and felt so stuffy and tight across my chest I thought I would suffocate. Often I had to get up in the middle of the night and walk the floor fighting for air. My sleep, of course, was restless and as my work requires a lot of stooping I got so weak and run-down I could hardly get about the shop. I spent lots of money and tried many different medicines but none of them did me any good."

"One day I went to the drug store at Hillsborough and asked the druggist if he could recommend anything for stomach trouble and he said 'try Tanlac.' So I took his advice and I want to tell you I commenced to feel better in just a day or so and now all signs of indigestion have left me and I am in better health than I have been in years. My appetite is fine and everything I eat agrees with me without a particle of trouble. I sleep sound at night, am feeling like my old self again and can recommend Tanlac in the very highest terms."

Tanlac is sold in St. John's by M. Connors, under the personal direction of a special Tanlac representative, in Mr. Buffett by Thos. Wakely & Sons in Piccadilly by James Murphy & Son, and in Topsail by J. K. Bursell.

USED A DOG TEAM

Mr. E. Coyell, the well known Inspector of Oils and Herring, arrived here last week after a strenuous and trying journey from the northward by dog team and train. In company with Mr. Wilson of the Royal Stores he left Pilley's Island on the 10th January with a slide and team of 10 dogs and provisioned fully for the trip. It was extremely cold when the men set out with their objective as Millertown Junction where they intended to enroute for St. John's. They had not long started when the thermometer which was well below zero began to sink appreciably and a high N.W. storm began to rage, the wind gradually increasing to almost hurricane force. They were warmly clad and had good caps pulled well down over their faces but it was almost impossible to try to withstand the fierce frost which prevailed. They were four days on the road to the Junction and suffered terribly, the mercury in the glass recording 26 below zero with the storm continuing the whole time. At night dogs and men took refuge in old camps along the track which they followed and but for the shelter which these afforded the men would hardly have pulled through at all. As it was Mr. Coyell had his ears and nose frostbitten severely and the other man was also scared in the same way. Making train connections after a wait of 12 days at the Junction they were 8 days more in the cars getting to St. John's and were glad when the toilsome and wearisome journey was at an end. Messrs. Jeans and Watson, two other Inspectors, also came along with a separate dog team and had an experience similar to Messrs. Coyell and Wilson.

DIED FROM EXPOSURE

The Department of Justice had the following message yesterday from the Magistrate at Burgeo: "Thomas Fletcher, of Red Island, single, aged 15 years, died of exposure in the country last week."

NOT A FAD OR A LUXURY-- BUT A HOUSEHOLD NECESSITY

'KLIM'
Powdered Separated Milk.

OBITUARY

MRS. ANNE SWAIN

There passed away at Caplin Bay, on the Southern Shore, last week after a short illness, Mrs. Anne Swain, a woman well and favourably known to many people of Ferryland District and of St. John's. Mrs. Swain, who was in her 85th year, was one of the oldest people of the section wherein she resided and was respected and esteemed by a large circle of acquaintances. She leaves to mourn her two daughters, Mrs. Nugent, wife of Const. Jno. Nugent of St. John's, Mrs. Canning of Caplin Bay and two sons residing at the same place, besides a number of grand children, to whom the Advocate tenders its condolences.

A NEW STEAMER

(N. S. Herald.)

Unless negotiations now pending fail, North Sydney will have added to its fleet of cargo steamers another fine craft, which will be used principally between here and Newfoundland. Last week Mr. C. R. Moulton of Moulton's Ltd., accompanied by Capt. John Vatcher, returned from a trip Digby where they inspected a new steamer which if the deal goes through will be used in handling the firm's export trade with Newfoundland. The present service, especially in winter, on the southern coast of the Ancient Colony, is so very unsatisfactory that the above enterprising local concern, whose business calls for a much better service, as well as aiding other Newfoundland merchants, necessitates a lavish expenditure on their part, and it is only a question of a short time when steamers of the above type will supplant the coastal sailing vessel which are entirely inadequate to meet the present demands.

TO-NIGHT'S HOCKEY

Icy conditions permitting the postponed Terra Nova-Saints hockey match will be run off this evening. The line-up will likely be—

Terra Novas	Saints
Rawlins goal	Voisey
Stick defence	Robertson
R. Stick defence	Munn
Mews centre	Chafe
Trappnell left wing	Churchill
Canning right wing	Munn

WAYS AND MEANS COMMITTEE

OF METHODIST COLLEAGUE EDUCATION FUND.

A special meeting of this Committee is called for Wednesday, February 11th at 8 o'clock p.m. in the Institute Room, Business: To receive a deputation from the Methodist National Campaign Executive.

By order, feb9,11 A. SOPER.

LOCAL ITEMS

Beginning today the new G.W.V.A. club rooms will be open to the members from 2 to 11 p.m.

LEAGUE HOCKEY—To-night at 7.30, Terra Novas vs. Saints, ice permitting. Smoking strictly prohibited.

The S. S. Rosalind sails for Halifax and New York to-morrow with a large freight of fish &c. and a number of saloon passengers.

We help you by buying your goods. Won't you reciprocate by sending in your order?

Bowring Brothers had a wireless message from the Prospero yesterday afternoon saying that her position then was three miles N.E. by E. of the Store House Island which is near Fogo.

Const. Paul Kelly, who had one of his eyes accidentally injured on Christmas night, and has since been in hospital, leaves by the Rosalind for New York to undergo special treatment.

PILES Do not suffer another day with itching, bleeding, or protruding Piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and as certainly cure you, see a bottle at dealers, or Williamson, Bates & Co. Limited, Toronto. Sample box free if you mention this paper and enclose 2c. stamp to pay postage.

Another unfortunate who became incapable from the effects of "dope" was arrested last night, and practically collapsed when he reached the station. The arrests this month to date for drunkenness shows an average of two daily.

Just before last midnight, Sergeant Bennett found an aged woman acting as if insane on New Cover Street, the trouble being the failure of her adopted son to return home at the regular hour. The officer tried to console the woman and succeeded in getting her to her home, but when the sergeant left the house she became worse and did not recover herself until the absent one who had been at the opera made his appearance.

A card tournament and dance for the members and their lady friends will be held at the K. of C. club-rooms tomorrow night and it is expected a large gathering will be present.

The C. C. C. Battalion held their regular weekly drill last night, 163 members being on parade. The corps is fast reaching the pre-war strength, and recruits are coming in each night of drill.

What promises to be a very enjoyable socialable will be held in the Congregational Lecture Room on Friday evening. The ladies have been a long while preparing for the affair and have arranged a splendid programme.

OUTPORT AGENTS WANTED to sell the Picture of Cardinal Mercier, the hero Priest of Belgium, who defied the German tyrants at the point of the bayonet to leave his flock while administering the last rites of the church to dying soldiers on the fields of France; a beautiful picture. Price 10 cents, on cards, \$1.00 per dozen. JOHN BURKE, 62 Prescott Street, St. John's, Nfld. fb10,1m

LOCAL ITEMS

The four freight trains which left here last week for Millertown arrived at their destination last night. They have food to be distributed along different places and logging camps up country.

The tug Ingraham and steamers Seal and Ranger dry docked yesterday for repairs. The Ingraham will get her stem repaired and a general clean up and repairs, the Ranger a new propeller and tail shaft, and the Seal repairs to hull. Both these ships will be made ready for the seal fishery.

A boy of nine years living on Monkstown Road, developed diphtheria yesterday. He is being nursed at home under the supervision of the health authorities. The house has been placed under quarantine.

The Historical Society will hold its annual meeting tomorrow night in the C. H. E. rooms, Militia Building. A report of the work done by the Society during the year will be read and the future activities of body discussed. The election of officers for the ensuing year will take place and the members' dues will be collected.

The mail courier to the Southern Shore left here at 4 o'clock yesterday morning, and only reached as far as Big Pond, when he had to retreat. His horse became bogged in the soft snow sinking down to its body at every pace, and fearing the animal would break its legs, the driver deemed it expedient to return.

THE "MILNORINE"

The crew of the ill-fated schooner Milnorine, owned by John T. Moulton of Burgeo, Nfld., which was wrecked in mid-Atlantic a short time ago, passed through here last week of their way to their homes in Newfoundland. The Milnorine, which was the last word in shipbuilding, being fitted up with every modern detail, was on her way from Cadiz to the home port with 600 tons of salt when she foundered. Captain Vatcher and crew of six men took to the boats and were later picked up by a steamer bound for Bristol England, at which port they were landed. The schooner left Burgeo last summer on her maiden voyage with a cargo of fish valued at \$140.00 which was landed at Pernambuco to Demerara, where where 500 pinecones or rum were taken on board for Hava France. Both the cargo and vessel were insured.—N. S. Herald.

THRILLING EXPERIENCE

Another Newfoundland mariner, Captain Philip Yarn, whose vessel was lost at sea, together with a valuable cargo, was in town last week on his way to St. John's, after a very thrilling experience. Capt. Yarn, who is only 21 years of age, and probably one of the youngest shippers to sail in command of a tern schooner bound to Europe, was master of the three-masted schooner Burnette C., owned by A. E. Hickman of St. John's. It was his maiden voyage, and was well on his journey when the craft sprang a leak. His crew of six men, none older than himself, pumped for two days and nights with but very little effect, and the doomed vessel was almost in the act of upsetting when the crew were picked up by the Italian steamer Amistie, bound for Gibraltar. Before leaving the schooner it was deemed necessary to set her on fire, as she would prove a menace to navigation. She carried a \$75,000 cargo of fish.—N. S. Herald, Jan. 28th.

"Pardon me," he said, "I bought this shirt here yesterday. However, I don't like it and I wondered if I could change it at this counter?"
"Oh, dear no!" she answered. "You'd better go in a private room."

DIED OF DIPHTHERIA

Sad Passing of Soldier's Widow.

There passed away under peculiarly sad circumstances at the home of Mr. Hector Greenslade of St. John's, Monday evening, Mrs. Frederick Davey, widow of a brave soldier who laid down his life in France as the result of wounds received while gallantly fighting the enemy with the Nfld. Regiment. The deceased lady only came to the city a few days before her sad death and shortly after her arrival complained of a sore throat and hoarseness. This shortly afterwards was diagnosed by the physician called as diphtheria and despite all that the loving kindness of friends could do the disease proved fatal and the spirit of the deceased wife, may we hope passed into eternal blessedness. Mrs. Davey was a daughter of Mr. John Tilley of Kelligrews and after being apprised by telegram of his daughter's almost sudden demise the heart broken father came into the city Monday to be present at the funeral of a beloved child which took place yesterday afternoon, interment being at the Church of England Cemetery here. Mrs. Davey is survived by several brothers and sisters, also to whom general sympathy will go out in their sad bereavement and in which the Advocate sincerely joins.

SHIPPING NOTES

The s.s. Ranger will have a new tail shaft put in position before sailing for the icefields.

The Maid of LaHava has cleared for Bahia with 4,285 quintals of codfish from A. Goodridge & Sons, Ltd.

The Winifred is ready to sail for Gibraltar with 3,234 quintals of codfish and 260 quintals of haddock from James Baird, Ltd.

The Digby is expected to leave Liverpool tomorrow for this port.

The Neptune is now loading cod, whale and cod liver oil from Job Bros. & Co., for New York.

The s.s. Meigle arrived at 1 o'clock yesterday afternoon from Louisburg bringing 200 packages of mail matter, six passengers, and a full cargo of freight to the Reid Newfoundland Company.

ICE PACK MOVES SOUTH

Icy conditions in the Arctic this year have been the most unusual in years. The ice pack was found to extend further south than at any time since the bear begun its patrol of far northern waters. The solid pack extends to about one hundred miles north of Point Lay, or eight miles south of Wainwright.

Along the lower edge of the pack thousands of walrus were engaged by the cutter, the ice being literally black with the mammals. This, officers of the vessel said, was another evidence that the ice was solid for a great distance to the north as the walrus stay close to open water.

FIRE AT ROBINSON'S

The Deputy Minister of Justice had the following yesterday from the Magistrate at St. George's:—"Report 1 to me to-day that George Shears' shop at Robinson's with all its contents burnt down on night of February 4th. Nothing saved. Loss over \$8000 and insurance \$4500. No information as to cause given me."

ACT TO-DAY

For a long time you have intended to safeguard that valuable property of yours from loss by fire, and have not yet taken the necessary steps. Why not act to-day? If you could only realize how beneficial a policy with me would be, you would not hesitate a minute.

PERCIE JOHNSON,
The Insurance Man.

ADVERTISE IN THE "ADVOCATE"

SUPREME COURT

YESTERDAY.

In the matter of the insolvency of H. Trask, a motion was made and accorded to that a postponement of the hearing be granted owing to the absence of Mr. Trask from the court. The case of Sir W. F. Lloyd, trustee of the Warham estate, vs. A. W. P. Cotti, was continued before the Chief Justice, the arguments of counsel being heard.

SEALERS' BERTHS SCARCE

Considering that only nine steamers will prosecute the seal fishery the coming spring and that only between 1000 and 1700 men will go out in them it would be prudent for those who have not already secured berths to remain at home. Owners and captains say every berth has been given and men who live at remote distances from the city should not trouble about the seal fishery this year unless they have berths already secured.

The s.s. Campello, which is now loading fish for across, is expected to finish tomorrow. She will take about 25,000 quintals.

Puffin Island Fog Alarm Greenspond

Owing to repairs about to be made, the Fog Alarm on Puffin Island, B.B., will not be in operation from February 8th to March 7th inclusive.

W. F. COAKER,
Min. Marine & Fisheries.
—Feb. 11, 1920.

For Sale!

A General purpose horse; a bargain if purchased at once. Apply at this Office.

WANTED—A girl for general housework. Washing out, small children, good wages. Apply MRS. FRED MEWS, Rostellian Road, near Rennie's River, or by letter, c/o P. O. Box 1273, St. John's. feb11

HELP WANTED—A Girl to assist at general house work. Apply at No. 2 Cabot St., or to MR. HIBBS, Advocate Office. feb11

WANTED—By single gentleman in central locality, two furnished rooms, with board. BOARDER c/o Advocate Office. dec14

FOR SALE—One fine general purpose horse. Sound wind and limb. About 1000 lbs. weight. Apply at this OFFICE. dec14

WANTED AT ONCE One Experienced Job Pressman. Apply at Advocate Office. feb11

BUSINESS CHANCES

MILLIONS are suffering with Rheumatism. Most important discovery of the age. A herb that actually drives the most stubborn case of Rheumatism entirely out of the system. People write us and say they are astounded at the results, especially on the kidneys. Just think the most making possibilities. Representatives wanted. \$1.12 pound postpaid. 10 pounds \$5 express paid. Rheumatism. Herb Co., Venice, California.

Reid-Newfoundland Company

FREIGHT NOTICE.

Freight for stations, Placentia Junction to Notre Dame Junction, including Lewisporte, will be accepted at St. John's freight shed on Thursday, February 12th, from 9 a.m.

Reid-Newfoundland Company

Red Cross Line

The S. S. ROSALIND will probably sail from New York on February 1st and from St. John's on February 12th. For passage rates, freight space, etc., apply to

Harvey & Co., Ltd.
AGENTS.